

# THE BOTTLE SHIPWRIGHT

The Journal of the Ships-In-Bottles Association of America

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"THE COUNTY" BY KLAS REITZ, RANTON, GERMANY  
[This model is now at the Zeevaart Museum]

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NO. 4 1983

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the editor. Annual dues are \$10.00 for North American members and \$12.00 overseas.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92110 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor  
Per Christensen, Graphics; Lee DeZee, Distribution

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## NOTES FROM THE PRESIDENT



NEWS FROM OSAKA - Mr. Juno Otsu, President of the Japanese Ships-in-Bottles Association tells us that things are shaping up well for the OSAKA EXHIBITION and that they have received 178 models from 14 countries. He also advises that there will be 200 domestic Japanese models in the Osaka show. These latter models have recently been shown in their annual exhibition at the Kobe Maritime Museum (July 17-31) and at the Sony Building in Osaka (August 22-26). Our member VIC CROSBY of San Diego submitted 10 bottled ships to the Japanese show, and they received immediate and wide media attention via 4 newspapers and 2 television stations. Vic's models are worthy of such coverage as his is probably one of the world's outstanding personal collections. If you are ever in San Diego don't miss the chance to see his impressive assemblage of bottled ships, part of which are continuously on display on board the San Diego Maritime Museum's iron hulled tug, STAR OF INDIA.

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Robin mailed an SOS to some of our members and builders for models to help fill the space that she has been allotted. Response has been good, but she still needs help, so if you can help a lady in distress - mail a model to her. Double pack, send via UPS for more gentle handling, send return postage and label. If you want to sell on commission tell Robin the asking price. (She will welcome suitable items) Checks will be mailed to you immediately. On all ships please indicate your name and date of completion. Ship the models to: Robin Harris, 2033 High Street, #100, Oakland, CA 94612. If you can't send a model make an effort to stop in and see the show and say hello to Robin. How often can you talk to a Robin without clipping a tree?

SHIPS IN BOTTLES

市販版

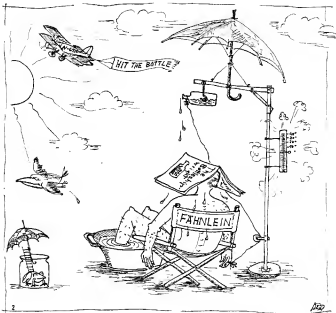
船模の詰め

築城100年祭り彩る

まず米田から7点

SOS-Miss Robin Harris of Oakland, California, whose appropriate logo appears to the left, is one of our members, and as such she will be representing the SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA in the Annual Ocean Arts Exposition of the Oceanic Society at the Hyatt Hotel, Union Square, San Francisco, November 25-27.

CARTOONISTS-It appears that who-in-bottle building isn't the only thing that our ASSOCIATION has going for it. During the recent spell of extremely hot weather in Europe your President, JACK HINGLEY, when corresponding with member -HNS FAHNLEIN in Bad Nurdness, West Germany, decorated the outside of the envelope with an appropriate hot weather cartoon. The return correspondence from here contained his own scorching cartoon (shown below). HNS joins PER CHRISTENSEN of Denmark, BOB HERRING of California and myself in the growing list of cartoonists in our organization. And on the more formal side we have HAROLD GILL of Philadelphia and RALPH PRESTON, the Square of Winoski, Vermont who turn out excellent ship drawings. No doubt there are many others whose other talents have, as yet, gone undetected.



#### NEW EUROPEAN PRESIDENT ANNOUNCED

Mr. Jack Needham of Sheffield, England whose work and comments you have all seen on these pages, has been designated as the new President of the European Association of Ships in Bottles.

Jack is relieving Max Tourni, of Marseilles, France, of this time consuming and often difficult task which Max has held since 1970. Jack, who recently retired from his trade as a printer, is the author of the book, *MODELLING SHIPS IN BOTTLES*. He has spent over 50 years as a modeler and has done extensive research work on the subject of sailing ships as an adjunct to the art. During World War II he served for six years aboard warships in the British Navy.

We would like to take this opportunity to wish Jack smooth sailing in his new position, and to thank his predecessor, Max, for doing a fine job as the founder and first leader of this unique organization.



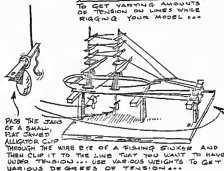
MR. JACK NEEDHAM, new President of the European Association of Ships-in-Bottles, with his very complicated and detailed model of the Boardroom Meeting.



#### NORWEGIAN ASSOCIATION CHANGES HANDS

VISAR LIND reports that the General Assembly of the Ships-in-Bottles Association of Norway has elected his associate JAN GJØTH-HANSEN to replace him as president for the coming year. He joins Visar in wishing Jan and the new Board of Directors best success in keeping the Association ship shape and in further strengthening relations with their many friends abroad.

• A GREAT TENSION GETTER •  
TO GET VARYING AMOUNTS  
OF TENSION ON LINES WHILE  
RIGGING YOUR MODEL ...

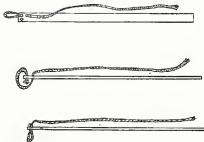


Many rigging stands are solid pieces of wood with the model to be rigged fastened on by a screw or screws. Because of the vast number of rigging threads that I seem to have gotten myself into (my USS CONSTITUTION had 87 threads leading out of the lightbulb which houses her, for instance) I developed a personal rigging stand consisting of three wooden "T"s mounted on a 2 1/2" square piece of 3/4" white pine board. A touch of white glue, bow and stern, holds the model in place on the left and center "T"s. The righthand "T" stands alone and has several brads set into it to provide spaces for threads leading out of the model and over the "T".

For shorter models I have glued two longitudinal wooden rails, about 1/4" apart between the left and center "T"s. Until recently I glued my hull directly over the center of the opening between the two rails. I did not use glue on my present model, but anchored it to the rails with wire twist ties which works with great satisfaction.

In either case, once I have my model mounted on the stand, all of my rigging that comes down and passes through the deck will hang free in the space between the hull and the base of the stand. The purpose of this is to allow me to hang weights on these threads to keep the rigging taut. The use of weights eliminates the requirement to wrap or tie threads to pins, tacks, brads, etc. I use small flat-jawed alligator clips and small fishing sinkers to make my weights. When tension is required I take an alligator clip, pass the jaw through the snivel of a sinker and clamp it to the thread. It's fast and easy and simple to use. The same applies to finished rigging which can be kept under tension by running the threads out to the third "T" with the brads on it and clamping on a weight. Alligator clips can be used in many ways - almost like fingers.

Jack Hurley, Corcoran, Pa



A SIMPLE GADGET TO HOLD PARTS TOGETHER INSIDE A BOTTLE  
by  
STU RANG

This gadget consists of a knotted string and a strip of wood, adapted to the size of your bottle, with three holes drilled in one end.

I use this device to hold parts of my models together inside the bottle for manipulation, positioning, binding together for gluing, etc. By changing the route of the string through any two of the three holes in the wood a long distance clamp is effected that can hold objects at almost any angle. The thing is so simple and handy that I can't help thinking other people must be using it too, but I have never heard or seen mention of it anywhere. It is so reliable that I can't think of any cautions to offer in its use.



A BOTTLE SHIP MODELLERS WIFE'S LAMENT

by  
Wendy Nair

I fail to perceive  
How he sits so unconcerned about the world  
With one thought on his mind  
How to get the ship into the bottle void,

The wife's duties are endless,  
Like the rope around the windlass,  
Cleaning the gully and glue smear on the dining table,  
Patching up the coloured paper cut for flags  
From the children's Aesop's Fable,

Searching frantically for the hairpin  
To find that it is bent into the shape of nine  
To adjust some rigging in the bottle, and  
Looking for the beads and sequins  
And blessing it on the young 'uns  
Only to find their sly grin  
Before they say, "Mama's bottle" has them in,

The number of times the needles are to be threaded  
Are endless and annoying  
Yet one fine evening when you wake up  
And see a beautiful ship in a bottle on the table  
With a note, "To my wife"  
Is worth all the snuggling and threading,  
More than that, it is highly gratifying!

WENDY NAIR  
JAMALPUR, INDIA

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INTRODUCING PAUL R. HASS, ESBJERG, DENMARK

On the following page it is our pleasure to introduce the first of a three part serial version of the ship-in-bottle pamphlet written by PAUL R. HASS, one of our active members in Denmark. Paul is a retired chief engineer who served in the Danish Merchant Marine, and he has been regularly building bottled ships for some 25 years. Paul's ships are set in the bottle with the bow facing the base and in that regard his technique is similar to that used by the majority of the builders in Japan. It was in response to some questions by Juro Okada, president of the Japanese organization, that the pamphlet was created. The pamphlet is fun to read and his techniques are both interesting and innovative, proof that there is always one more way to do any job. His efforts will give all of us some new ideas to work with. Thanks Paul!



# BUILDING THE BOTTLE SHIP BY UNCONVENTIONAL MEANS - PART 1

by  
Poul R. Haas  
Esbjerg, Denmark

## PREFACE

I can't tell you when the first bottle-ship was built-but I can tell you that as long as they have been built they have always been made to the same pattern!!!

They have always been sailing with the fore-stem heading out of the bottle; they have always had masts more or less out of proportion because the masts had to be thick enough to accept a lot of holes for rigging. The running rigging was generally heavy thread or string, and the overall scale was not accurate, as for example the hull, which was too narrow in order to go through the neck of the bottle. Well, that was the way that they did it in the old days - and still do today.

Now, for about 25 years I have had my own technique and have developed it into an art that I wish others could take part in. So go on - try it - it's not so hard - and it becomes easier after the first 100 ships!

POUL R. HAAS

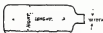
FIRST FIND A CLEAN BOTTLE.



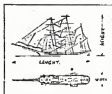
THEN REMOVE THE INSIDE DIVIDER.



THEN MAKE A WORKING-DRAWING OF THE SHIP YOU WANT TO BUILD. AS IT BEARS THE MEASURE-LINES THAT SHOW THE WATER WILL FLOW.



NOTE ALSO THAT THE DRAWING OF THE SHIP MUST BE ON THE NECK OF THE BOTTLE WITHOUT DISTURBING



THIS DRAWING IS JUST AN EXAMPLE ON HOW I GO ON TO THE SHIP

I HAVE SHOWN HERE HOW I ALWAYS MAKE 4 OR 5 MODELS OF THE SAME SHIP. THIS WAY YOU ALWAYS MAKE SURE THE MODELS ARE UNIFORM.

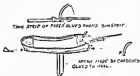
Rec'd of [redacted] NAME [redacted]  
[redacted] [redacted]



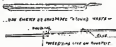
$\frac{V_{eff} = 1.75 \times 10^6}{T_{eff} = 1.75 \times 10^6}$   
 $\frac{1.75 \times 10^6}{1.75 \times 10^6} = 1$



WICK APPLIES FIREPROOF-GLASS  
• 1-1/2" THICK SLAB OF BOTTLE  
OF WAX FOR FURTHER INSULATING

<sup>1</sup> *Primer N° 11, 10-4-007 E-101 -*[illegible]

2017 April 2017 - First of the 2017 year



Te mung tea - 25g per 100g - 100g per 100g  
(100g per 100g) 100g per 100g



සමස්ත ප්‍රශ්න 15 දළදාපිළි ගෑරුම් කිරීමේදී සහභාගී වීමට  
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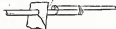


TWO BUNCHES TWO FIFTY-FOUR AND  
SEVEN - MADE IN ONE - (245347)



I ALWAYS MAKE ALL THE MOVES AT THE SAME TIME - SO THEY ARE READY WHEN REQUIRED.

THUMBGLASS OVER THE THIMBLE CHIMNEY.  
SOME COARSE SPECTRUM AIR DEFLECT - BUT HERE  
NOT INDOOR TO HULL.



THEY GLUE TWO SLICES TO EACH OTHER AS  
SPREADERS.



THE WIND'S HEAT IS POINTED UPWARD.

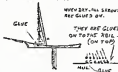


THE SPREADERS ARE GLUED TO

REINFORCING: BLACK WILLOW-BOARDS - CEMENTED  
THE SPREADERS THE WILLOW-BOARDS WITH A SLICE OF SLIP  
AND THE SPREADERS ARE POINTED UPWARD IN STONES  
CLOSE TO WINDWARD SIDE.



THERE IS THE TIME FOR PUTTING REINFORCING  
ON SHIP - SIMPLY GLUE TO HULL.



WHEN DRY, ALL SPREADERS  
ARE GLUED ON.

THEY ARE GLUED  
ON TOP OF THE ROIL.  
(ON THE)



NOW IS THE TIME FOR THE HULL - USE COARSE  
PAPER OR OTHER FINE PAPER - ATTACHED OUT ON  
YOUR WIND-STOPPING - BUT REMEMBER TO ADD THE  
LEADER - WITH THE CUT OF THE WIND!



SAILEDOWNING



SLIP OUT OF THE  
WIND MOUTH



CUT OUT HERE



THEY ARE NOT GLUED  
DOWNWARD



PRESS WITH A SMOOTH TWEEZER OR  
OTHER INTO THE REAR OF SAIL AND  
MOVE BACKWARD AND FORWARD WITH  
SAIL LAYING ON A SACK UNDERLAYER,  
UNTIL SAIL CUTS - COUPLER WITH THE  
OF THE WIND - WITH THE SAIL MOUTH.

HOW IT IS TIME TO PUT AROUND THE FORECAST -  
SPRAY TO GLUE THE TOPSOIL TO THE MESH  
IN THE ANGLES YOU WANT IT

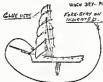


CLAY LITE

WASH 301 - PUT THE

FLU-ORON ON 90

INDICATED.



THEY ARE NOT SELLING ANY PARTS - THE  
EASIEST WAY TO GO TO THAT COMPLETELY  
REVERSED.



WITH ALL THAT IS DONE - THE MARIEST CAN  
BE GLOBED ON - AND THE WHOLE COURSE OF  
ARMY GOES ON AS ANOTHER FORMER -

THEN THE STAFF FROM THE MAIN POST  
TOP-CORNER IS PLACED TO THE LEFT OF TOPPOST



WHEN FINISH WITH THE HURDLEWAST -  
THE BALLS RESTED UP ON THEM BE WERE  
I DON'T THINK I WERE TELLING ANYTHING IS  
JUNE. THE BALL IS KICK IN "NO" WITH A  
SPRINGER TEAM CLOED TO BOTTOM OF BALL  
RED CENTER TO O BALL - BALL IS STUCK  
WITH A PENCIL LIKE THE HURDLEWAST-BALLS  
BUT THE HURDLEWAST BALL IS NOT STUCK FALL  
TO THE HURDLEWAST IN ORDER THEY ARE TO GO  
THROUGH THE HURDLE OF THE GOLF - ALL BALL



WHEN ALL THIS IS DONE, IT IS TIME TO PUT  
ALL STATIONS UP - FIRST YOU START FOR  
THE FREE THROAT EXERCISE - THEN THE  
NUMBERS - THEN OUTER JIB AND A-  
LAST THE FLYING-JIB. - THEN TO THE  
RE-FORMER STATION - THEN THE HILL-  
STATION - THEN THE HILL-ROCK STATION AND  
FINALLY THE HILL-ROCK STATION - AND  
FINALLY THE HILL-ROCK STATION - AND HOW TO  
MAKE THE FOLLOWING POST:

ON YOUR WORKINGBOARD THE VOYAGE UP SHIP-  
START FROM THE MASTS WITH THE TOPMOST-SEE  
SAIL AND MARK YOUR WAY OUT TOWARD THE END  
OF THE BOWSPIT.



NOW YOU CURVE THE STAYBILLS, THE SAME  
WAY YOU DO THE SQUARE-SAILS WITH A COMMA AND  
TEND ON A BENT UNDER-LEVER -

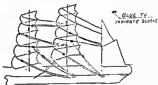


NOW THE STAYS ARE GLUED ON THE EDGES  
OF THE STAYBILLS.



THAT THE STAY (FROM BOW) THROUGH A DROP  
OF GLUE - SPRING TO THE SOIL - AND LET IT -  
DRY - PREFERABLE ON A GLASS-PLATE -  
NOW YOU MAKE ALL THE STAY-SAILS AND GLUE  
THEM ON THEIR RESPECTIVE PLACES -  
NOW YOUR SHIP MODEL NEARLY FINISHED -  
THE FINISHING TOUCH IS THE NEXT -  
THE THAT YOU USE THE BURN COMPS - NOW I  
HAVE SENT ALONG - YOU CAN SEND THEM AS  
YOU REQUIRE BY TAPPING A NAIL BETWEEN YOUR  
NAILS - I CAN NOT EXPLAIN FURTHER HOW  
YOU WORK IT OUT - YOU WILL FIND THAT  
YOURSELF - WHERE THE BLOCKS MEET  
THE SHEETS, YOU MAKE A DROP OF GLUE -

THIS IS TO SHOW YOU WHAT I MEAN -



WHEN ALL THAT IS FINISHED, YOU SHOULD  
HAVE A SHIP NICE AND BEAUTIFUL -  
YOU WILL PUT FLAG AND NOMINALLY ON YOU  
AND THEN THE BOTTLE SHOULD BE PRIMED.  
YOU KNOW THE MIGHT OF YOUR SHIP, FROM TOP OF  
HIGHEST MAST TO BOTTOM OF SHIP.

NOW AFTER HAVING CLEANED THE  
BOTTLE INSIDE YOU WRITE A LONG, NARROW  
SLIP OF PAPER, WITH ALL THE DATA OF THE  
SHIP - WHEN AND WHERE IT WAS BUILT - BY  
WHOM - OWNERS - CAPTAINS - TUNNERS - CREW -  
HOW IT ENDED ITS DAYS - IN A WRECKED -  
HOW AND WHERE AND WHEN -



#### HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

1. **NEW MATERIAL FOR THE SEA** - Because putty presents problems with drying, mixing with color and smudging of the inside of the bottle, **STEVE SARA** (Swacresfield, CA) suggests trying paper mache'. This material is ground up paper and is obtainable from most art stores. It mixes well with watercolor pigment and being water based causes far less of a problem when inserting into the jug. He reports that it adheres well to the sides when dry.
2. **FRANKIE PETER** (San City, AZ) sent in a review of a chapter on ship-in-bottle building which appeared in a 1934 book, **THE MANUAL OF SHIP MODEL MAKING**, published by The Popular Science Publishing Company. The chapter was a reprint of an article by Captain E. Armitage McGinn, of particular interest was his direction to hollow out the bottom of the hull, a technique described by Jack Hinkley in *Bottle Shipwright* 2-63. Also described is a method for "ironing" wrinkled paper sails inside the bottle using a steel wire which has been dipped in boiling water to dampen the sails, then remaking the wire on the stove - just enough so that it will not burn you - to re-tension the damp sails to straighten and dry them.
3. **FRANK SKURKA** (Seyford, NY) writes that he prefers nylon thread for his rigging "because it is stronger, does not have that fuzzy look and can be found in the colors needed." This type of thread is not normally available in the usual dry goods, sewing or notions stores. Instead he suggests going to the local fishing tackle shop and purchasing rod winding "silk" which is actually nylon. A 100 yard spool, retails for about a dollar. For those who do not have a tackle shop nearby he suggests writing to Gudebrod Brothers Silk Co., Inc., Philadelphia, Pa. 19103. Frank also recommends white birch applicators for the spars. These are used by the medical and dental professions and are essentially swab sticks without the cotton. They are made of northern white birch 3/32" in diameter and six inches long. Local drug stores and medical supply houses stock these 72 dozen to a box at very reasonable rates. "I assure you," writes Frank, "one box makes a lot of masts and yards!"
4. Also concerning the rigging, **FRED BRONKHOFER**, (Daly City, CA) suggests using fly tying thread. Extremely thin and strong, he reports.
5. **JAMES H. DAVIDSON**, (Royal Oak, MI) mentions that he has found Mini Drill #66-2097 from Radio Shack (Price \$2.99) ideal for drilling small holes in masts, bowsprits, etc.
6. **JACK HINKLEY** uses GIP putty for his "seams and found that it caused the glass to "cloud over". **HAROLD GILE** (Philadelphia, PA) correctly diagnosed the clouding as the residue of the "volatiles" degassing, but the solution came from Jack's brother-in-law, a chemical engineer, who suggested putting a piece of activated charcoal into the bottle for a week or more to soak up the gases. Activated charcoal can be made by taking a piece of charcoal (not briquets) from any fireplace and heating it the oven at 200 degrees for 2 hours. Jack now incorporates a piece of this material into the scheme of each of his bottles (light bulbs for him), and the problem has been solved.

7. ON INSURANCE-(From the USS Constitution Model Shipwright Guild of New England Newsletter-George Kaiser, Editor) Many members who have a Home Owners insurance policy, or a Jewelers insurance policy are under the impression that those policies cover their models . . . which is at best a half-truth. Technically, models are personal property and are covered . . . but without both photographs and a certified appraisal certificate as documentation, you might receive only a few hundred dollar settlement for lost, stolen, or damaged models that are actually worth several thousand dollars. (Bottle Shipwright Editor's note: See your insurance broker to insure proper coverage)

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#### ABOUT THE PERSON

JACK HINLEY was born and raised in the City of Pittsburgh, Pennsylvania, one of the nation's busiest inland ports. Unlike some of the places where our members live, Pittsburgh is not a city where tall masts reach up to the sky even though vessels of that type were once built in the early shipyards of the city. Pittsburgh's ships are flat bottomed river steamers, workboats, if you will, designed to move the commodities and commerce of the of the area on the three rivers, the Allegheny and Monongahela, which join at the city to form the mighty Ohio. Today Pittsburgh's riverboats are diesel powered, fast nozzle propelled and have replaced the romantic old steam-driven, smokestacking, chuffing, sternwheelers with which Jack shared the waters when he was a young fellow learning to sail. Jack's mentor and teacher in those days was his Sea Scout skipper, a tough but lovable old fellow who had been around Cape Horn in sail three times before he had reached the age of 13 and who, at one time, had been the prisoner of the famous World War I German sea raider, Count Felix von Luckner. The lessons taught by this old fellow came hard, but a love of the sea and ships became deeply rooted in Jack during those years and has been carried forward in his enthusiasm for modelling of ships-in-bottles.

For a brief period Jack was a welder at a Pittsburgh shipyard and he served during World War II in a special port security branch of the United States Coast Guard.

Jack's interest in ships-in-bottles was born when a member of his Boy Scout Troop showed up one night with a rough medicine bottle with a crude ship in it. Jack figured that if this fellow had could build a model of this type he could too, and he did. He still has this first piece of work as evidence, sailing along in her paraffin sea.

The transient life of an airline employee does not always lend itself to having a "ship stop" as production need a bit until 1978 when Jack "hit the bottle" again after eight heart surgery, and he has been going at it ever since. Needless to say, the contacts made with other ship-in-bottle builders through membership in the Association have greatly increased his interest in this traditional nautical art and given him the welcome opportunity to meet and correspond with other builders throughout the world.

Jack retired from NORTHWEST ORIENT AIRLINES in November 1st, 1982, after 37 years service, and lives in Coraopolis a suburb of Pittsburgh, with his good wife Boodle. He can either be found battling little white pellets around the golf course or carefully constructing another small ship for a waiting bottle or light bulb.

#### SMALL SCALE PLANS LISTINGS

In response to Bill Christian's suggestion that we compile a listing of sources of small scale plans, Jim Davison (Royal Oak, MI) sends the following:

**"THE SMITHSONIAN COLLECTION OF WARSHIP PLANS"** This is a catalog of warship plans, ordnance drawings and ship model photographs. Many plans of Howard Chapelle, William Georgehan, Harold Underhill and others are listed. The bulk of the plans span the period from the mid-18th century to the early 1800's. Orders for the catalog should be sent to: Division of Naval History, National Museum of American History, Smithsonian Institution, Washington, DC 20560 USA. Price unknown.

**"THE HISTORY OF AMERICAN SAILING SHIPS"** by Howard Chapelle This book has been reprinted and is available from: E.T. Preston & Son, Inc., Main Street Wharf, Greenport, NY 11944. Price is \$9.95 plus \$1.75 for mailing and handling, which is a good buy as this book was originally published at \$18.50, according to Prestons.

**"SECRETS OF SHIPS IN BOTTLES"** by Peter Shorro This book is available from the Ship Builder's Shop, P.O. Box 441, Menomonee Falls, WI 53051. Price is \$4.95 plus \$1.50 for shipping and handling (\$2.75 for foreign orders.)

**"NEW MANUAL OF MODEL SHIPBUILDING"** by P.N. Wright. This book contains, among other things, plans for SEA VENTURE and ARIZEL and was published in 1962. Believe it is now out of print, but it was published by G. Van Nostrand Co., Inc., 120 Alexander Street, Princeton, NJ

**"SAILING SHIPS RISES AND RIDING"** by Harold A. Underhill. Contains 33 sail plans and descriptions of famous vessels plus an appendix listing better than 80 sailing plans specially drawn by the author to scales suitable for model construction. Published by Brown, Son & Ferguson, Ltd., Nautical Publishers, 52 Canby St., Glasgow, Scotland G41 2SG. Price unknown.

OPIS NAIR (Jabalpur, India) also wrote about an Australian magazine called, "Nautaphora", Vol 25, No. 2, Sept/Oct 1980, in which there appeared a seven-page article with plans, called, THE GREAT CANOES OF THE PACIFIC, by one David Lewis. This magazine is published by the Australian Government Publishing Service by Ruskin Press, 552 Victoria Street, North Melbourne, Victoria 3048/307. If the US magazine is distributed by the International Library Service, 432 Park Avenue, South, NY 10016, you might be able to obtain a Xerox of the article by checking with your local library who may have a tie line with this service.

THE NAUTICAL RESEARCH JOURNAL, published by the Nautical Research Guild, 5413 Carlisle Road, Bethesda, MD 20816, is also an excellent source of plans and descriptions of ships of every type and size. If you do not know about this organization and are interested in marine history, ship modelling and other nautical knowledge then you have been deprived of very valuable source material. Annual dues are, \$13.00, U.S. \$17.00, Canada \$21.50, Europe, Japan and the Far East, \$24.00. Highly recommended. DON HUBBARD, EDITOR







## FROM THE MEMBERS

ROSEN MORRIS (Oakland, CA) presents our only lady member and to whom we apologized when we printed "HOW IS A SHIP CALLED A SHE?" in BOTTLE SHIPWRIGHT 3-63, asked her our rejoinder to that article. Says Robin, "Why didn't you add the line, 'Once a man has fallen in love with her, he's a slave for the rest of his days!'"

BOB HESSE (Cold Spring Harbor, NY) also called about the above article and tells us that we forget to add "Her rigging costs more than the hull!"

RANDY MARTINDALE (Glasgow, Montana)-Those of you who received Bottle Shipwright 3-63 will remember Randy's comments on using mineral oil as the "water" surrounding his "swan ship-in-a-bottle" he writes to say that in the year since he completed the model there is little change other than a slight fading in the brown paint on the ship, with the oil preserving the color. The slight brown oil tint makes the water look more realistic. Randy also sealed the bottle with a cork dipped in liquid catalyzed resin to prevent leaks, and this is working remarkably well as a sealer.

RAULN PRESTON (Winooski, VT) Ralph builds full size models in extremely large bottles and he has assembled a slide illustrated talk on his techniques and special tools which he has delivered at many prestigious institutions both here and abroad. (In 1962 we were fortunate to have him give his presentation to the public twice daily, for a week, on board the Star Of India during the North American Ship-in-Bottle Exposition).

In a recent letter he tells us that he was able to visit Europe in June, this year, where he spoke at Oxford in England, and at both the German and Swedish Maritime Museums. In Germany reports of his talk were well publicized in the newspapers, and in Sweden he was made a member of the Swedish Ship-in-Bottle Society. While in Holland Ralph stopped by to visit Aubrey Dunning, editor of Compass Card, the Journal of the European Association of Ship-in-Bottles, and in England he met John Burden and was able to see some of his beautiful works.

Ralph is one of our active ambassadors and if you have a chance to take in one of his talks be certain to do so. It will be both an enjoyable and educational experience for you. We will try to keep you posted on his future lecture schedule.

RUDD OKADA (Osaka, Japan), the President of the Japanese Ship-in-Bottle Association reports that as of August 8th about 170 models from various countries have been received for the Japanese exposition. Regrettably, five were damaged during shipping "due to insufficient packaging" but most were recoverable by Japanese builders.

Those of you who do not know Rupp can not appreciate the almost impossible tasks he has taken upon himself on behalf of this show and ship-in-bottles in general. He has not only been the coordinator of the International show, but has become editor and writer for the book which the Japanese are producing. In a recent letter to Jack Hinkley he writes, "I am struggling with some 1000 sheets of color and monochrome photographs from which I must select and edit as well as calculate the size of each enlargement." Then, in the same letter, "I am very busy so we also held our annual exhibition in Osaka the 22 of August". And with all this going on he keeps up his correspondence with builders all over the world and produces the Japanese magazine, SHIP BOTTLEERS. He all owe him a debt of gratitude and admiration for his efforts.

VIGOR LUND, Past President of the SHIPS-IN-BOTTLES ASSOCIATION OF NORWAY, tells us that the Norwegian group shipped 40 models, representing the works of twenty members, to the Osaka exposition. They sent the models by air freight via Scandinavian Airlines at almost no cost thanks to the Norwegian Ministry of Foreign Affairs who felt that this was an excellent opportunity to promote Norwegian culture and traditional handicrafts abroad.

GEORGE RAJTEI, who may of you saw bottling a ship in the Canadian TV documentary, "STANDY AS SHE GOES" has been independently located by members JAMES GARDSON and JACK HINDLEY. The National Film Board of Canada kindly answered both their requests for George's whereabouts and through their efforts he has now become a member of our group.

INFORMATION WANTED - Member GEORGE P. HOSKIN has written to ask "Does anyone in our group have detailed information on the rigging of the mainmast on Ballows Clippers including the correct terminology for the "gaff" or "whisker pole" that seems to be used to lift the main topsail?"

EDITOR'S NOTE: In the letter case I think the correct term is Main Topmast Yard. I would appreciate hearing from anyone who has more authoritative information, but if you want to write to George directly his address is: 5106 Loundale Drive, Silver Spring, MD 20901.



NEW



MEMBERS

Al Daly, 7226 Greenbrier Rd., Pentasumen, NJ 08109  
James H. Davison, 1624 Micham Ave., Royal Oak, MI 48073  
George Fulfit, 28 Ashley Park Road, Inlington, Ontario, M9A 4C1 CANADA  
William C. Knall, 546 Woods Lane, Grosse Pointe Lane, MI 48235  
Jack F. Mathews, 889 Oak View Circle, Lafayette, CA 94548  
Clifford I. Pomeroy, 1676 Elizabeth St., Schenectady, NY 12303  
Klaus Reuter, Notelstr. 14, 08000, Munchen 40, WEST GERMANY  
Roland E. Ricard, 177 West Hollie St., Norwa, NH 03060  
Steve Sels, 3105 St. Marys, Bakersfield, CA 93305  
Hugh Simpson, P.O. Box 1846, Sechart, British Columbia, V0N 3A0, CANADA

CHANGE OF ADDRESS

Gary Frank, 488 Southgate Drive, Greenwood, IN 46142  
George H. Harner, 2201 Washington Irving, Pearland, TX 77581  
Randy Martindale, P.O. Box 1300, Beaver, UT 84713  
Charles W. Rahn, 5378 Price Cr., Rochester, Oh 44203  
Robert C. Zink, Rt. 1, Box 119, Cashmere, WA 98815



## EDITORS NOTE

### AN OPPORTUNITY TO JOIN THE EUROPEAN S-I-B ASSOCIATION

Since many of you might like to receive additional ship-in-bottle information I have contacted my friend, AUREY DUNNING, Editor of COMPASS CARD, the magazine of the EUROPEAN ASSOCIATION OF SHIPS-IN-BOTTLES, to ask about their subscription rates. Aurey has assured me that he would warmly welcome any of you who might like to join his organization and I would like to add my own recommendation to that. Compass Card is published quarterly in English, and like our magazine it contains original membership contributed photos and articles relating to our specialized art. On occasion I am able to reprint articles of general interest from Aurey's magazine, but there is much that does not reach our pages and which many of you might enjoy.

So if you are interested the annual dues are \$10.00, and this together with your name, address and date of birth, should be sent to: Aurey Dunning, Editor, Gaasterland 14, 3524 CA, Utrecht, HOLLAND.

### CONCERNING CONTRIBUTIONS TO NOTILE SHOWPRINT

Before the North American Association became a separate entity I used to add my notes to COMPASS CARD, for distribution to the North American mailing. On one such occasion I made an appeal to the members for articles and photographs to give them some ideas on subject matter. Since that time we have had a large increase in membership and I would like to update and reprint that appeal.

### WHAT CAN YOU DO TO ASSIST?

We have all come up against problems unique to our style of building ship-in-bottles, and we have often had to solve these problems by developing techniques of our own or by modifying techniques given to us by someone else. Why not pass this information along to the rest of the members? Believe me it is not too minor to be of value to someone who may be scratching his head over the same thing thousands of miles away.

Perhaps you can tell us of a good source for plans of ships, or send us a photo of a ship you have built and perhaps mention its significant history. Do you know any good sources for bottles? do you have any special techniques for getting the sea inside? what other materials have you tried for the sea and what difficulties have you encountered? Do you have a different way to mount your finished models, and if you sell your models perhaps you could tell us of your experiences in merchandising and pricing your ships. We can use cartoons on the subject, either from your local paper or an original of your own, or even an idea for one. Have you had your models on display, and if so how many and where? Have you visited any interesting museums? Can you answer questions sent in by members or do you have some that you might like to ask? These are just a few ideas. The list of possibilities is endless if you just give it some thought, and the input is truly needed.

You need not have your material in perfect form. Send us the ideas (see inside front cover for address) and I will smooth them up when I retape them and redo any drawings if needed, what better incentive can I give you? And to all of you my sincere thanks in advance!

#### ON MAILING

Lee DeZan has taken over the chore of mailing our magazine, and with copies going to something like 14 countries, most with special mailing rates, quite a chore it is. You overseas members may notice that your copies are always stamped "PRINTED MATTER" and that is because the rates for that class of mail are substantially lower. But the "Printed Matter" category also prohibits including personal letters or notes in the envelope, so where we often used to include a small "Hello there!" etc." that friendly gesture has had to be eliminated. Instead, I am plugging away at the mail pile trying to get separate notes to the many of you who write or send contributions. Meanwhile, know that all your communications are very welcome to me and useful to our magazine.

DON HUBBARD



#### COLOURED SAILS OF EARLY BRITISH COASTAL CRAFT

by

John Burdon

In this country many of the localized coastal craft could be identified by their distinctive coloured sails. I am not certain of the mixture used to stain the sails of the Thames barges, but the Norfolk wherry, for instance, had black sails derived by applying a mixture of tar and herring oil as a preservative after the original white sails had had a chance to stretch a bit. The substance was applied at yearly intervals on alternate sides of the sails. As a result of this sail colouring the wherry became known as the Black Sail Fredere.

Another example, this one with brown sails, was the Herring Drifter of the English East coast. In the Yarmouth area these were dressed with a mixture of horse grease, yellow and red ochre and sea water. (I'm not sure whether "horse grease" is something used on horse or from dead ones!)

Nowadays all of the preserved and restored vessels carry sails of coloured nylon for obvious reasons.

JOHN BURDON, Pewsey, England

Editor's notes In the August, 1982 edition of Sea History Magazine a caption under a painting of a Thames Barge says that the sails were treated with a mixture of "red and yellow ochre, linseed oil, cod oil and sea water"



Two bottled models by VIDAR LUND, Oslo, Norway, copied from a newspaper clipping. The larger bottle shows a Norwegian full-rigged ship outpacing a Swedish steamship and the small bottle a ketch with cat.



The Norwegian full-rigged ship, LEON, which was built in 1888 by the famous ship builder and designer, Galin Archer of Arendal, Norway. The LEON foundered in the North Sea in 1985. Model by VIDAR LUND.



FRED AND EDITH SMITH, presenting Owen Scoville, Director of the San Diego Maritime Museum with Fred's detailed bottled model of the ship's iron-hulled bark, STAR OF INDIA. The model has been donated for the museum's permanent collection. Fred and Edith made the long drive from their home in Daly City, near San Francisco, to make the presentation.



GLOBEVIEW III, an iron junk boat, by JACK HINDELEY, (Coronado, PA)



The bark, STAR OF INDIA, by FRED POWHARA, as presented to the San Diego Maritime Museum.



Shoreline showing EBC, LEON, a 108 foot elm-hulled motor sailer in front of the glaciers in Glacier Bay, Alaska. 1.5 liter wine bottle, by DON HIBBARD



DWLLIE built of Bartlett, Ohio, built this beautiful model of Martin J. Neelken's 54' Norwegian Offshore Sportfisherman in a 1000 watt photo flood light. Details include a deck nap under the cockpit rail and a glass of scotch on the flying bridge. She was built in five sections: Hull, main cabin, flying bridge, bilge keel, and out-riggers. The brass threads on the bulb were not removed. Access was gained by removing the bakelite insulation only.



SS PEABODY by SUE KING, Pensacola, Florida



A Norfolk sherry by JOHN BURCH, Penney, England (See John's article page 16). Most of these small boats had detachable keels to allow them to return to home in the shallow headwaters of the rivers, etc. The keel was unhooked inside the hull, dropped and then later retrieved and slung under the boat for rebaiting. A good sherryman could do this and only allow a couple of buckets of sea water aboard in the process.



American Flag by SOLVE SABA, Gothenburg, CA



CLASS ROUTE (Swedish, Germany) at work on one of his many models.



The SANTA MARIA, by Elmo Bauer



JACK REEDMAN'S SELF-PORTRAIT in 1 liter Dimples bottle. The min. cruiser ship has 23 sails and is in a 1/2 inch diameter penicillin bottle. Sails on table include a saw, hammer, chisel, business and calculator.



Ducane showing the Theres Spritsail Sarge, SAMILEEN® and a Theres Holiday sailing on opposite tack merrily. by JOHN BURCH